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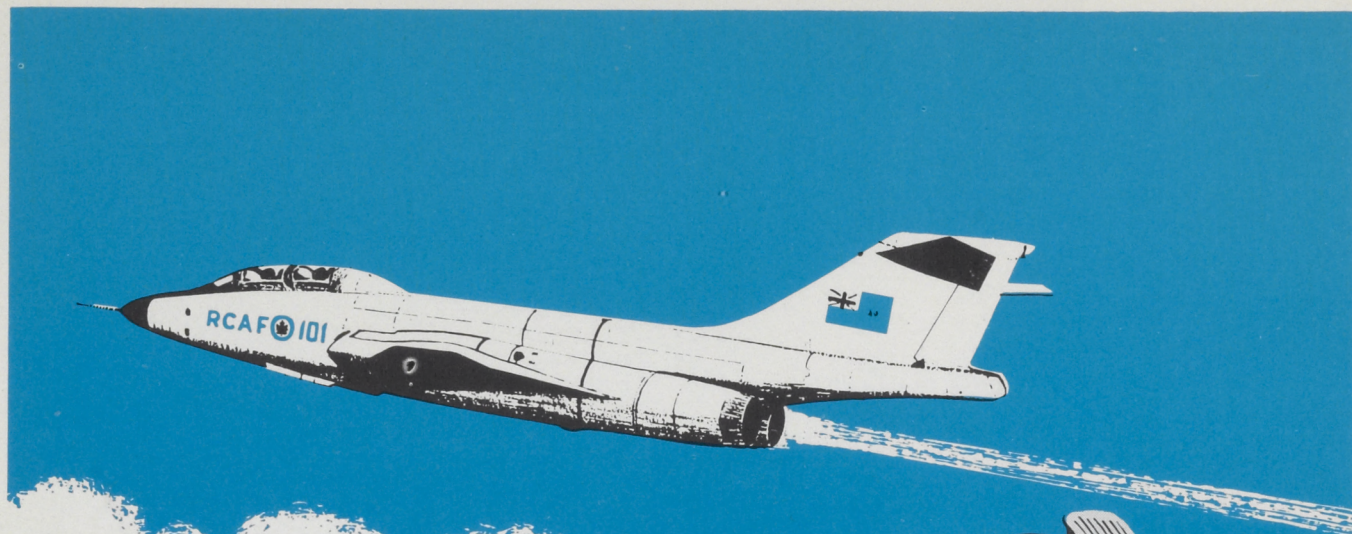
Vol. 6, No. 10 October, 1964

Western

Wings

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PRECISION AND SKILL...

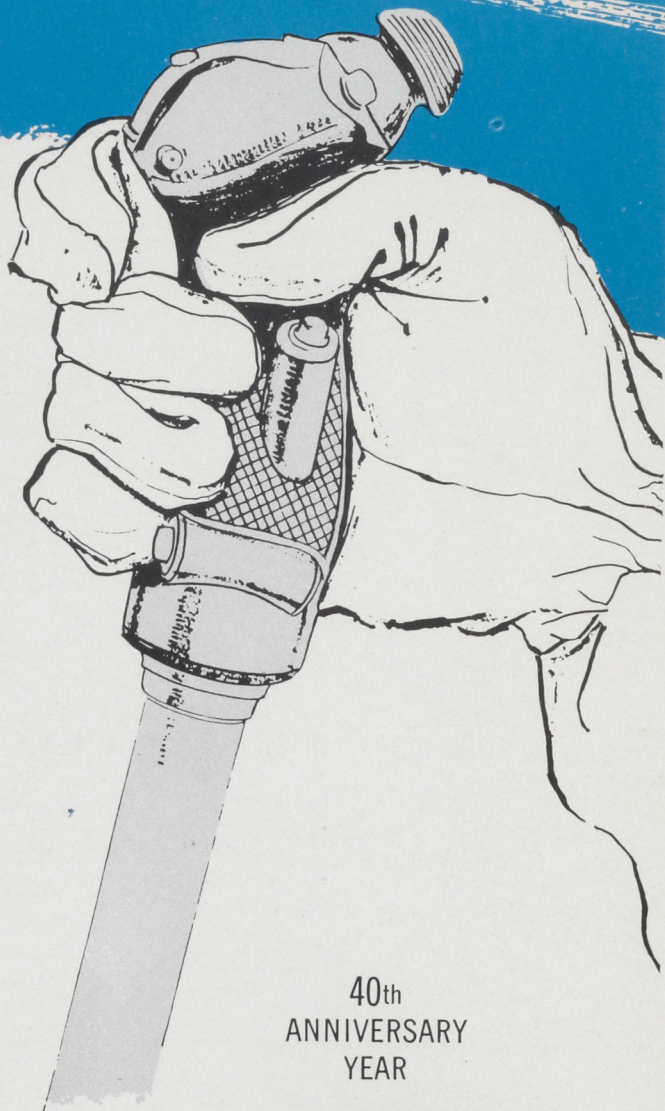
Day in and day out many young Canadians are demonstrating the high degree of precision and skill required of groundcrew and aircrew—to keep the Royal Canadian Air Force in constant readiness to meet the many commitments at home and abroad.

Calculated precision in the maintenance of supersonic aircraft—or delicacy of touch in the accurate handling of 26 tons of jet interceptor—require training and discipline. Demonstrating one's skill is a satisfying experience—just one of the many rewards of service in the RCAF.

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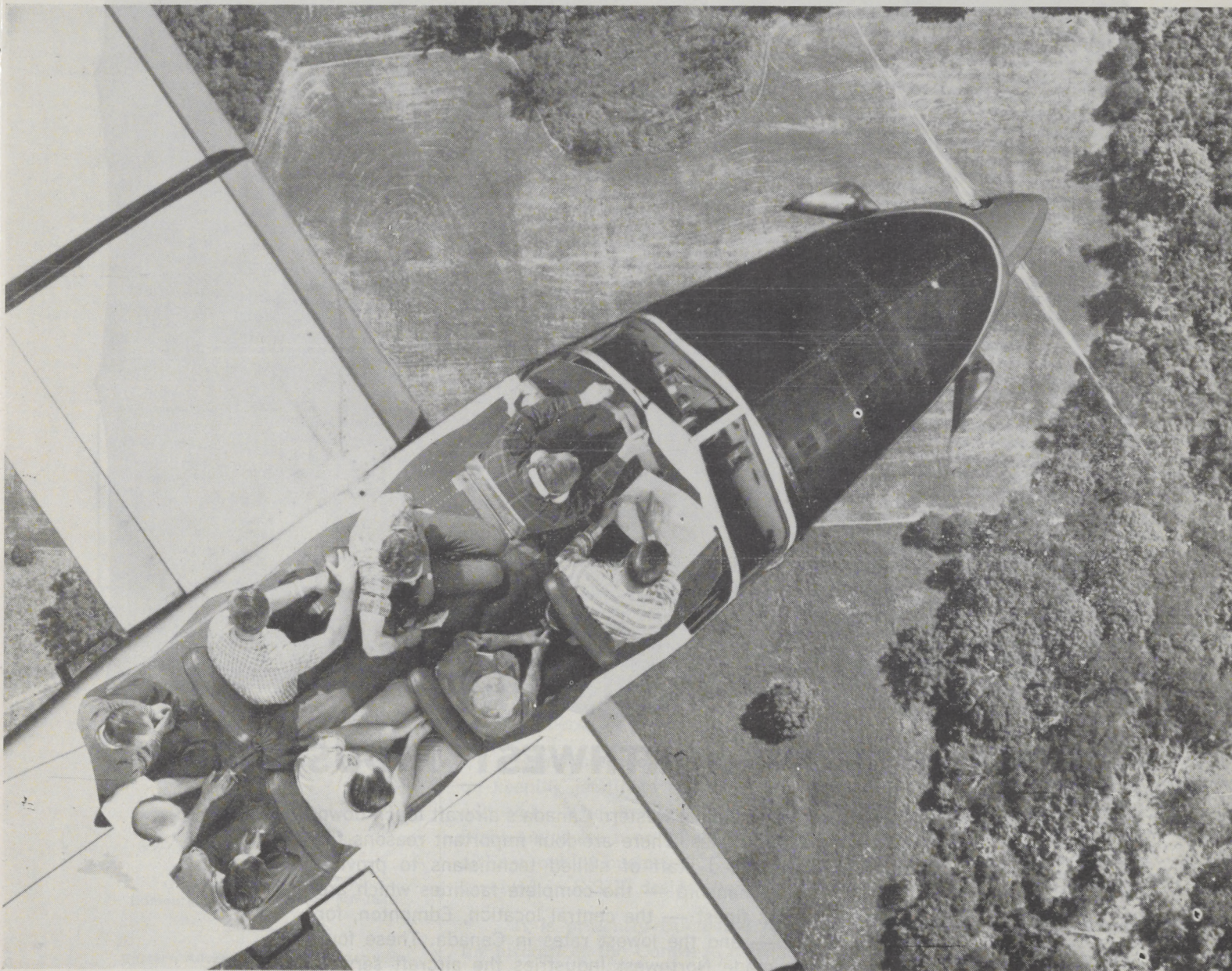
40th
ANNIVERSARY
YEAR




ROYAL CANADIAN AIR FORCE

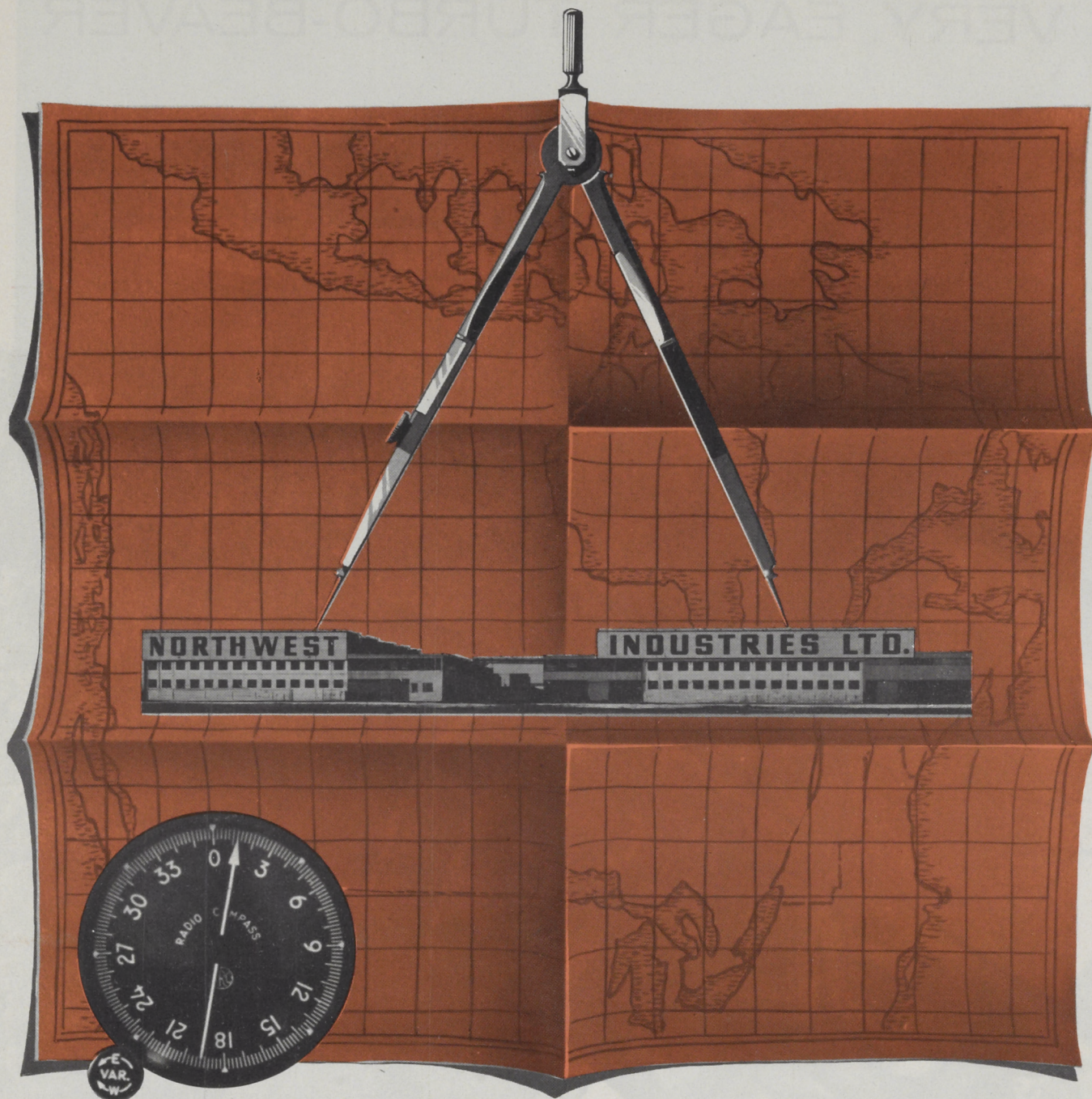
VERY EAGER TURBO-BEAVER

Turbine power makes a new aircraft of the Beaver. The Pratt & Whitney PT6A-6 engine weighs 575 lbs. less, yet gives 30% more power. Payload is 13% more, cruising speed 21% faster, work capacity 36% greater, take-off 10% shorter, landing 12% shorter, climb 40% better, ceiling 14% higher, less engine and airframe maintenance, easier cold-starting, quieter cabin, better pilots view.



The cabin of the Turbo-Beaver is 30 inches longer than that of the Beaver, has 2 more seats, 9 in all.

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LIMITED

a division of Canadian Aviation Electronics
MUNICIPAL AIRPORT, P.O. BOX 517, EDMONTON, ALBERTA

OCTOBER, 1964

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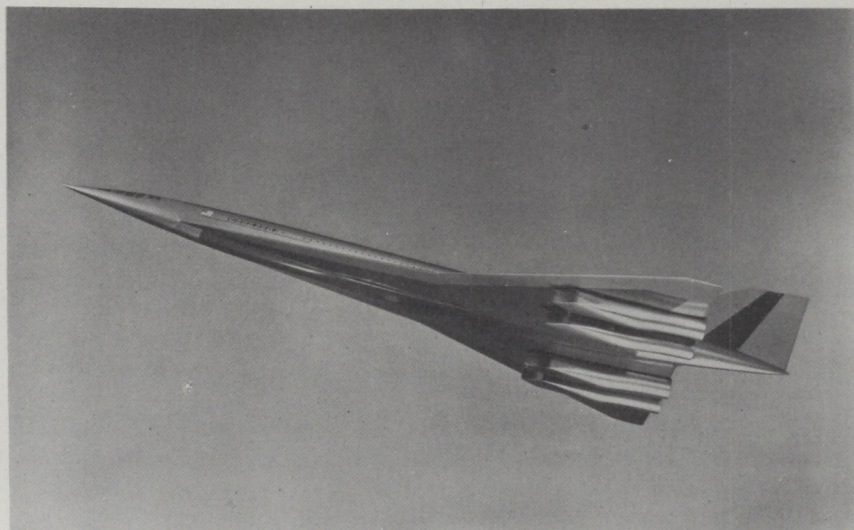
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COVER PICTURE

B.C. Airlines Beaver on Garibaldi Lake, B.C., as the float season nears close for another year. Photo by Rolly Ford. Colour separations courtesy of Evergreen Press Limited.

Editorial



Subsonic Reasoning

A prize piece of horse-and-buggy logic was featured in a recent editorial in the usually well informed newspaper, The Financial Post. Titled 'Supersonic Sorrow?', the editorial decries the fact that Britain and France are "putting some \$850 million into the Anglo-French Concorde supersonic airliner program", and argues that S.S.T. may easily be doomed by its supersonic boom.

Reminiscent of the early 'noise' arguments a few years back, bent on keeping jet liners grounded, was this statement in the 'S.S. Sorrow' editorial. "The possibility now is that the U.S. will not allow supersonic flight anywhere near inhabited areas, thus virtually ruling the supersonic airliner out of business." There are much more formidable problems involved in S.S.T. design than the shock wave.

It is presently calculated that transition to and from sonic speeds for aircraft of the Concorde category (MACH 2.2) will be carried out at a minimum of 40 to 50 thousand feet to avoid disagreeable 'Boom' affect on the ground. However, only actual flight testing will dictate the specific transition altitude requirements and it is safe to say that the biggest 'boom' hazards are those we hear *before* the aircraft gets to fly.

Fortunate indeed that men like Charles Lindbergh and Charles Yeager were never influenced by such logic as offered by the author of 'Supersonic Sorrow'.



A USAF Military Air Transport Service plane in front of one of Northwest Industries Ltd.'s hangars at the Edmonton Industrial Airport. From Mobile, Alabama, the plane shared hangar space with an aircraft belonging to Mike Zubko's Aklavik Flying Service, showing that Edmonton is truly the aviation crossroads of North America.



Northwest Industries—One of Edmonton's Leading Industries and One of Canada's Top Aircraft Overhaul Companies

SERVICE PIONEER

Only the old-timers of western flying will remember Aircraft Repair Limited, a company formed in Edmonton in the late 1930's as a maintenance base for MacKenzie Airways, an air line which itself disappeared from the western aviation scene close to twenty-five years ago. Yet, under a new name, assumed in 1943, and grown considerably larger to become one of the

top four aircraft repair and overhaul companies in Canada. Aircraft Repair Limited is still doing business at the same stand.

The new name chosen for the peace-time successor to Aircraft Repair Limited was, of course, Northwest Industries Limited, known as NWI. With close to 500 employees, it is one of Edmonton's largest companies, and provides extensive services to both military and civilian operators.

EXTENSIVE FACILITIES

Although military work constitutes a large part of NWI's business, a growing volume of work is being done for civilian operators, for whom NWI provides the most comprehensive aviation service in western Canada. These services include complete aircraft conversion and overhaul, C of A renewal, inspection, repainting, fabrication of metal parts, instrument overhaul, and repair and overhaul of hydraulic components, fabric and metal control surfaces, and landing gear assemblies.

NWI's main plant consists of two hangars and an Instrument and Electronic Laboratory on the north side of Edmonton's recently renamed Industrial Airport. Another hangar on the south side of the same airport is maintained for service and flight test. In addition, NWI also owns the hangar at Nisku, about twenty miles from downtown Edmonton, which was used until earlier this year to house the Edmonton International

Airport terminal. This hangar is now being converted for company use.

As well as the Edmonton operation, Northwest recently established a branch in Lethbridge to operate the RCAF jet storage depot there, and maintains a permanent field staff of about twenty men in connection with a F-104 modification program at the RCAF station at Cold Lake.

MOBILE UNITS

When required, NWI provides mobile repair parties for the incorporation of modifications, field repairs, or the required temporary repairs to enable an aircraft to be flown to an overhaul base. The necessary complement of repair staff is normally available within twenty-four hours of notice, and NWI repair parties have been sent from coast to coast, including Alaska and the Northwest Territories.

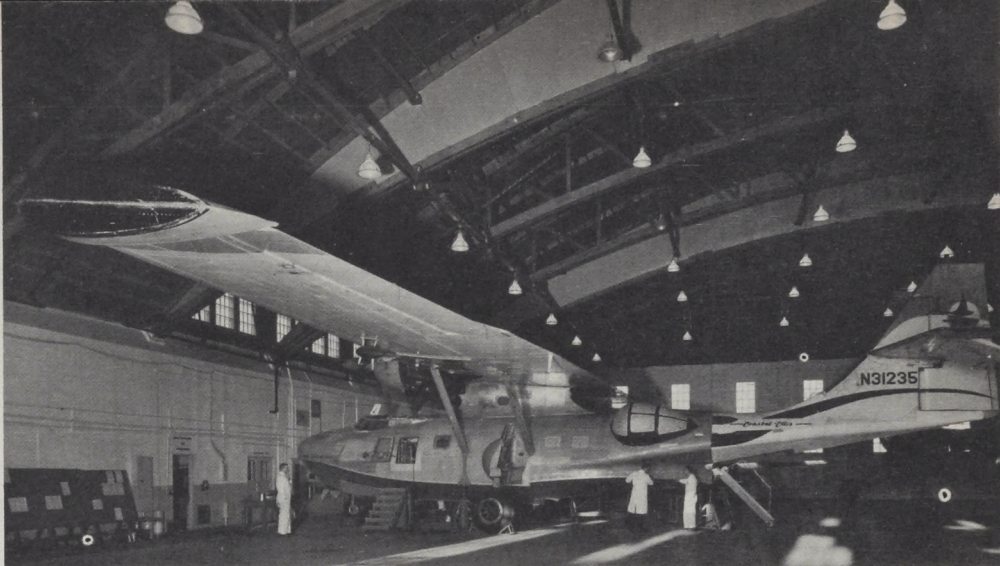
Until recently, NWI's military business came exclusively from the Canadian government, and included repair, overhaul, and modification programs on a wide range of aircraft, such as the T-33 jet trainer, the C-119 Flying Boxcar, Dakotas, Harvards, Neptunes, B-25's, and the huge C-130 transports.

A FIRST FOR CANADA

Earlier this year, however, NWI made aviation history when it became the first Canadian company ever to be awarded a contract for the repair and overhaul of USAF jet fighters.

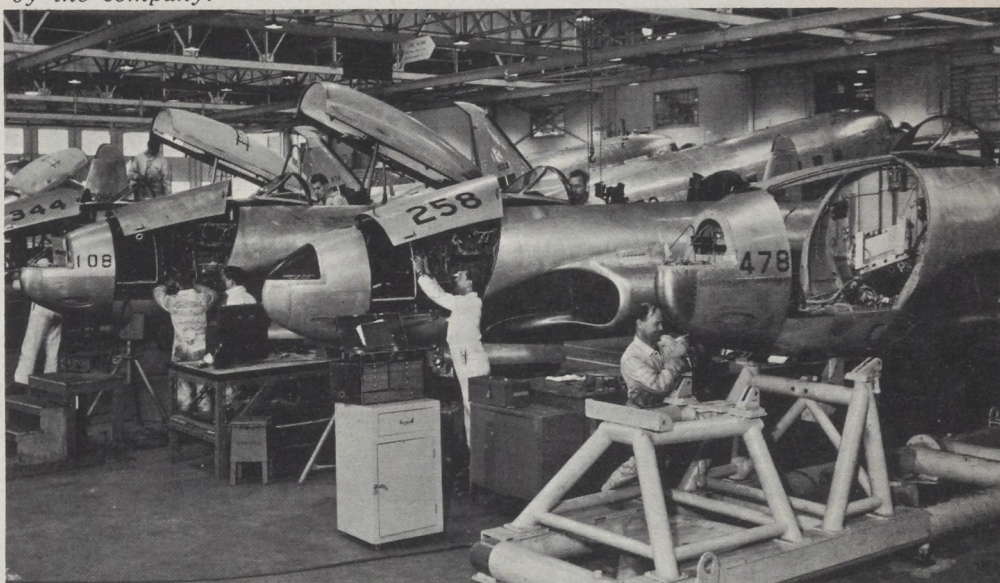
This \$900,000-plus contract calls for NWI to provide repair and overhaul service for 112 F-84 jets, 15 of which are of the aerial reconnaissance type. These F-84's are being phased out of active service with the USAF and, after their repair and overhaul, will be turned over to units of the Air National Guard. The 15 recce planes, first to arrive under the program, were ferried from the Philippines aboard the USS Core, a converted aircraft carrier, and arrived in Vancouver June 14. Offloaded by giant cranes at Centennial Pier, the planes were dismantled by NWI employees, then shipped overland to Edmonton by rail, with the first two planes arriving at NWI's main plant on July 6. The balance of the planes are being flown to the RCAF station at Namao, and taken from there to Edmonton. The first plane to be completed is scheduled to be turned over to the USAF in October.

October, 1964



Alaska Coastal-Ellis Airlines Super Catalina undergoing repair and overhaul at Northwest Industries Limited in Edmonton. This is one of a number of Alaska Coastal-Ellis aircraft serviced recently by Northwest Industries.

Northwest Industries' technicians carry out an overhaul program of RCAF T-33 jet trainers, one of the many kinds of military aircraft serviced by the company.



The modern building with 19,500 square feet of floor space houses facilities which provide a complete instrument service to aviation and industry. Aircraft instruments are serviced to standards approved by the DOT. Temperature and humidity chambers provide climatic testing to forty degrees below zero.





C. Douglas Reekie, Executive Vice-President of NWI. Mr. Reekie joined Canadian Aviation Electronics Ltd., NWI's parent company, in 1955 and held several important appointments with CAE before assuming his present position.

NAME IT—NWI CAN DO IT

The completeness of the service provided by NWI for both its military and civilian customers demands a wide range of skills and facilities from the company and its employees. In NWI's paint finishing and fabric department, for example, which is one of the few such facilities remaining on the North American continent, specialists renew fabric aircraft surfaces through techniques which, though somewhat modernized, have their roots in the pre-World War I era. The same department also recovers and reconditions upholstery, and paints aircraft, ground vehicles, and industrial equipment to any commercial or military specifications. Other NWI facilities include a sheet metal department, with a complete range of modern metal-working equipment, which handles the repair and manufacture of sheet metal parts and assemblies for aircraft, and industrial requirements

as well. Within this department is a plastics forming section which manufactures and repairs components in thermosetting and thermoplastic materials and in reinforced plastics. A rather unusual product of this section was the reinforced fibreglass igloo which was manufactured for the Edmonton Eskimos Football Week early this summer.

NWI's sandblasting equipment and ultrasonic baths give the company the capability of cleaning any component or assembly from micro-miniature units to items the size of a pre-mix cement truck. These facilities are also used for both aviation and industrial applications, as are those of the hydraulic department, which overhauls and repairs hydraulic components of aircraft and pipeline assemblies.

NWI also provides a complete instrument service, refinishing dials, repairing and recalibrating aircraft and industrial instruments, survey and oil field equipment, and scientific optical devices. Instrument dials are refinished in a modern, air conditioned, humidity controlled laboratory where, using a combination of silk screen process and hand painting, Northwest specialists repaint the instrument faces with fluorescent materials and turn out dials indistinguishable from new.

As well as these services, the company distributes, as main agent, a broad line of aircraft parts and accessories and devices used in the mining and oil industries.

BCAL—a Subsidiary

Through its subsidiary, B.C. Air Lines, Ltd., of Vancouver, the company also provides scheduled and charter flights from Vancouver, Ocean Falls, Bella Coola, and Prince Rupert on the B.C. mainland, and from various points on



Northwest Industries Test Pilot Jack Sinclair tests all military and some of the commercial aircraft handled by the company.

Vancouver Island and the Queen Charlotte Islands. B.C. Air Lines is the largest air line flying exclusively in British Columbia and, with its fleet of twenty-nine planes all float-equipped or amphibious, it carries out more than 50,000 flights each year. B.C. Air Lines provides flying services to the logging, mining, and fishing industries in rugged coastal areas where 700 foot ceilings are commonplace.

CANADA'S LARGEST AVIATION GROUP

Northwest Industries and its subsidiary were acquired in 1962 by Canadian Aviation Electronics, Ltd., of Montreal and Winnipeg, the largest wholly-Canadian firm in the electronics field. Other companies owned by CAE include the Canadian Bronze Company, Ltd., of Montreal, Winnipeg, and Calgary; Oneida Electronics, of Utica, New York, and CAE Electronics GmbH, of Aachen, West Germany.

The 17 USAF F-84 aircraft shown below at RCAF Station Namao will be repaired and overhauled by NWI. The order is under the US-Canada defence production sharing agreement and is for approximately \$925,000. involving a total of 112 F-84s.





TWIN OTTER PROGRAM

De Havilland Aircraft has announced a third new aircraft project in the de Havilland Canada range of turbine-powered utility transports designed to use very short strips of unprepared ground.

Production has started at the Downsview, Ont., plant on an initial batch of Twin Otters, powered by two Canadian Pratt & Whitney PT6A turbines, each giving 550 shaft horsepower. Flight trials will begin in the summer of 1965, and certification is expected in time for deliveries to commence early in 1966.

The Twin Otter is designed to meet a long-term requirement in many parts of the world for a small multi-engine short-haul passenger and general transport aircraft, able to use not only the smallest airfields but also rough improvised strips.

The turbine engine introduces into this smallest category of "airliner" the cabin quietness and smoothness of the modern inter-city aircraft. It also brings lessened maintenance and longer overhaul life in a class of operation that has to use quite modest facilities. These features are matched in the airframe of the Twin Otter, which has extreme mechanical simplicity as one of its basic characteristics.

The new aircraft carries up to 14 passengers and one or two crew—every seat is a window seat—and typically will serve stages of a hundred to six hundred statute miles, (up to about 1,000 km.), cruising at about 160 knots, 296 km/hr. and operating from fields or clearings as short as 1,000 feet, 305 metres.

Opposite the wide passenger door it has a very large double door, 46½ ins., 1.18 metres wide, to make it really suitable for a wide variety of freight or mixed loads. Its main baggage compartment (accessible in flight) has a separate external door, and the flight deck has a door each side—all to ensure very quick turnaround in keeping with the minimized routine servicing.

Widespread military experience with de Havilland Canada Beaver, Otter and Caribou aircraft over the past sixteen years has demonstrated the role for "a twin-engined Otter" for liaison duties and light transport.

Market research has shown also a civil need for linking scattered communities, not only in mountainous or difficult territory, but also in country districts where although airfields exist they are substantially shorter than would suit, for instance, the DC-3. In numerous cases the traffic potential will not justify more than a dozen seats per departure, but operators do realize the strong appeal which a frequent service has for travellers, literally everywhere.

The Twin Otter possibility has long been under study as a logical development of the world-famous Otter, proved in twelve years of experience with more than four hundred aircraft operating in thirty countries; and the decision has been reached following test experience over a period of two years with a de Havilland Canada research aircraft powered by two Canadian Pratt & Whitney PT6A turbines.

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An AOPA Flight Training Clinic was held in September at the Prescott, Ariz., municipal airport. The Arizona Department of Aeronautics, along with other flying interests in that state, co-sponsored the program. The clinic offered two courses designed to improve instrument flying ability and a special course to teach non-pilots how to take over the controls and safely land an airplane in the event of an emergency.

The AOPA Clinic program was instituted about three-and-a-half years ago in an effort to promote greater flying safety and proficiency among pilots of small aircraft. Since then, more than 5,000 persons have completed one or more of the six different safety courses that have been given at some 50 clinics throughout the country. Nearly all the courses were developed by the Ohio State University Department of Aviation under financial grants from the AOPA Foundation, Inc., an affiliate of the AOPA. The AOPA Foundation was established in 1951 as a private, non-profit corporation dedicated to the advancement of general aviation safety and the aeronautical sciences.

* * *

Northern Electric Research and Development Laboratories in Ottawa have been awarded a contract in excess of \$500,000 by the Department of Defence Production, for the design, construction and installation of a precision tracking antenna for research and experimental work in the field of satellite communication.

The Garrett AiResearch 331 turboprop engine has been selected for the Mooney MU-2. The MU-2 is a seven place, pressurized cabin aircraft which will fly at speeds to 325 miles per hour. Flight certification is expected this year with deliveries beginning in 1965.

* * *

ATB DECISIONS AND APPLICATIONS

Applications presently before the Air Transport Board include one by Waneta Airways Limited for authority to also operate their Class 4 Charter with Group B aircraft, and transfer of its base of operations from Trail, B.C. to Castlegar, B.C. with base protection. Northward Air Services Ltd. of Calgary has received a licence to operate a charter aircraft service between Edmonton and Branson's Cameron Bay lodge on Great Bear Lake, in the North West Territories. Mel Air Limited of Swift Current, Sask., have been denied their application for a Class 4 Group B and C Charter Air Service from a base at Buffalo Narrows, Saskatchewan. Francis Aviation of Lansing, Michigan, have applied for authority to operate a Class 9-4 International Non-Scheduled Charter commercial air service from a base at Lansing to Toronto, Kenora and Winnipeg. The service is to be operated with group B category aircraft. Burtons Airways, from a base at God's Lake, Manitoba, have been authorized to operate a Class 4 group C charter commercial service between points within Canada using fixed wing aircraft.

Cariboo Air Charter Limited is pressing for a new ATB hearing on application to provide irregular airline service to Kelowna and other specific points in the B.C. interior. The ATB has rejected the last two applications by Cariboo on the grounds the proposed service would operate at a substantial loss. Ralph Hermansen, Cariboo Air Charter's president and Kelowna airport manager, says that the communities to be included in the service wanted it and his company is pressing for an explanation of why the service is denied.

* * *

Aerial survey will begin shortly to determine a location for a new airport to serve Cranbrook and Kimberley. James Byrne, MP for Kootenay East, said a survey will be carried out for the DOT to find a suitable location and then a meeting to discuss the acquisition of land will be held.

* * *

Readers' Views

Sept. 10, 1964

British Columbia Aviation Council
Vancouver International Airport

Editor-Publisher,
Western Wings:

Your September editorial has been noted with interest and in connection therewith, I'd like to pass on two comments about setting up a Western Division for the Air Transport Board.

1) The B.C. Aviation Council heartily endorses a Western Canada representative of the A.T.B. and;

2) A Resolution calling for the A.T.B. "to take such steps as are necessary for the appointment of a representative of the Board to be stationed in the Province of British Columbia, having qualifications enabling him to act as liaison between operators and the Air Transport Board and the Department of Transport and to interpret the Air Transport Board regulations for operators," was adopted and processed at our Annual Meeting and Conference of September 20-21, 1963.

Sincerely yours,
Gordon W. E. Brown,
General Manager

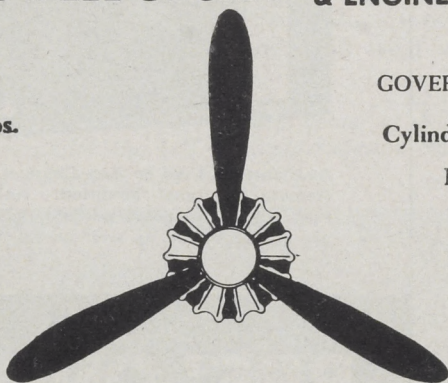
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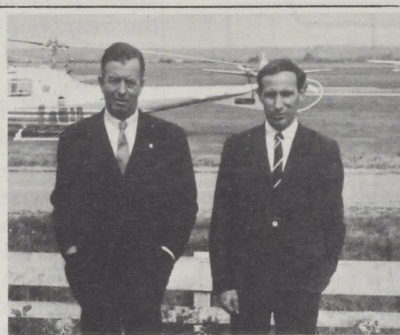
NORMAN C. TERRY RETIRES

Norman C. Terry, Regional Airworthiness Inspector, Department of Transport, Vancouver, retired on April 30 last and terminated a life-long career in Canadian aviation. A true pioneer in the maintenance and operation of aircraft his experience dates back to the days of the First World War and the RFC, through a period of service with the RCAF at Camp Borden and Jericho Beach, service with the old Canadian Airways and over 25 years of service with the Department of Transport.

In 1924, as a sergeant in the RCAF in charge of aircraft maintenance at Jericho Beach, Norman C. Terry was making parachute drops over Sea Island and in 1926 he joined the Hudson Straits Expedition for a 16 month stint in the Arctic as photographer, aircraft mechanic and weather observer at one of three bases on the Ungava coast. On February 17, 1928, the newspapers headlined the disappearance of one of the Fokker monoplanes used on the expedition with its pilot, Flying Officer A. Lewis, F/Sergeant Terry and an un-named Eskimo and for the next two weeks no sign of aircraft or men was found. On March 1 the three men staggered into their base at Port Burwell and the story of their Arctic survival was relayed to the nation. This told of the engine trouble that forced the plane down in deteriorating weather conditions, uncertainty of their location and the successful landing on the heavy ice among hummocks 20 feet high. For the next 10 days, in 25 below zero weather, the three men struggled to reach the mainland as they had in fact landed on pack ice and by paddling on ice floes and travelling night and day land was reached on Feb. 25. On Feb. 28 the party was discovered by an Eskimo hunter who led the men back to their camp at Port Burwell.

Leaving the Air Force in 1929 Mr. Terry joined Western Canada Airways which was later absorbed by Canadian Airways to become finally Canadian Pacific Airlines.

In 1937 he joined the Department of Transport and a year later was appointed Regional Airworthiness Inspector of the Vancouver region, the position he held until his retirement.



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Flying Farmer of the year, top annual International Flying Farmer award, has been presented to Mr. W. R. (Stubb) Ross. A past president of the International Flying Farmers and prominent rancher, Mr. Ross operates Comanche Aviation at Lethbridge.

* * *

The 2000 MPH XB70 has flown successfully on an initial sub-sonic flight. Although the flight was marred by several minor mishaps, the billion dollar giant logged a one-hour initial flight with test pilot Alvin White in command.

* * *

Calgary's Lincoln Park Airport is for sale to the city of Calgary. A new twist, puzzling aviation people in particular, is the duel price tag of one million dollars if used as an airport but considerably less if used for other purposes.

* * *

Private pilots and civilian aircraft from 29 Saskatchewan points travelled more than 6,000 miles while participating in the recent Saskatchewan Civil Air Defence exercise held at the RCAF Station in Moose Jaw. The program was designed to train members in reconnaissance, para-drops and search and rescue.

* * *

Available for lease is the entire fourth floor of the new Administration Bldg. at Toronto International Airport. Some 18,514 square feet of space is involved, and will be sub-divided according to the space required.

* * *

Contracts totalling over \$9 million were awarded to Canadian firms during the first half of August by the Department of Defence Production.

* * *

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ALBERTA AVIATION COUNCIL

We extend a cordial welcome to the following new member:

Central Western Airfreight Ltd.
(Per D. Heffring or C. Smith)
Industrial Airport, Edmonton

1. General Manager

Our General Manager is fitting into his job as he becomes better acquainted with its requirements. A few points in regard to his duties and responsibilities should be stated here for clarification. He is responsible directly to the President. He does not relieve the Executive, Directors, and Committee Chairmen of their appointed responsibilities, otherwise the AAC would degenerate into a one-man operation. He does assist them all. **He does not make or decide AAC policy.** He does restate AAC policy which has already been decided. He does not make or state an opinion on an aviation subject that has not been considered and/or actioned by the AAC. He is a full-time administrative and promotional assistant to the smooth operation of the AAC.

2. Membership

So far, Fred has visited and passed out posters and brochures to 14 of the 24 AAC Directors. He intends to visit the others this fall, before the AAC Convention (Nov. 13-14) as well as visiting all members and prospective members possible. This last one—prospective members—is tremendous in scope because it should apply to every corporation, association, and individual concerned with aviation in Alberta. Our present membership by area is as follows:

Edmonton	69	Peace River	2
Calgary	53	Wainwright	2
Lethbridge	4	St. Albert	2
Red Deer	4	Other Alberta	
Camrose	3	Members	28
Grande Prairie	3	Canada—other than	
Fort Vermilion	2	Alberta	8
Edson	2	U.S.A.	2
Innisfail	2	Nigeria	1
Cold Lake	2	Total	189

IS YOUR AREA REPRESENTED?

IF NOT, WHY NOT?

TAKE CORRECTIVE ACTION NOW! JOIN!

One of the best ways of meeting members and prospective members is in groups—such as at Fly-

Ins—(if we could only get them organized throughout the year. See the next item.). Fred and his Luscombe CF-KYF, will attempt to get to as many of these as possible.

3. Offers of Fly-In and Aviation Meeting Co-ordination

One of the main points of private flying and private aircraft ownership is "What do you do with both?" One of the best is to socialize with others, with the same interest, at Fly-Ins. This has not worked out too well in Alberta, where, for some reason or other, 95 per cent of Fly-Ins are organized for June, with nothing during the other 11 months of the year. If Fly-Ins were spread out, say into the normally good Fall Flying weather, the hobby of private flying could be made more enjoyable. Last June it even happened that practically adjacent towns (Olds and Stettler) held their Fly-Ins on the same day. Such situations are disappointing to the organizers and to the participants. To attempt to correct such situations the AAC, under the direct supervision of its manager, offers to act as a Fly-In and Aviation Meeting Coordinator for Alberta. If an Association, Flying Club, Chamber of Commerce, town or city in Alberta, wishes to enter into the spirit of this offer, forward your event and its desired date to the AAC. We will enter into discussions and correspondence to keep them separated and publish them as soon as settled, as a regular part of our space allocation in Western Wings. This offer is extended whether or not you belong to the AAC.

4. AAC on Display

To bring the AAC to the attention of the general "travelling by aircraft" public, a small promotion display has been set up in the lobby of the Administration Building at Edmonton Industrial Airport. Look for it on your next trip through this lobby.

5. AAC Newsletter

The space so freely provided here by Western Wings does not permit us to report on all the activities or projects under consideration and being actioned by the AAC. Our last Newsletter to our members was five closely stencilled long pages of news—plus a promotional brochure. Covered in this Newsletter were such items as Banff Airstrip, Lincoln Park, Radio Towers at Shepard, Air Regulations and Safety, Aircraft Central Registry, progress in our Alberta Air Facilities Map, Workmen's Compensation, Air Tourism queries from out of Alberta by prospective air tourists and answered by AAC, and many others. If you want to read what we are doing, initiate your own points, or take part in our work.

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AAC ANNUAL CONVENTION

November 13th & 14th, at the
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PLAN TO ATTEND

— TENTATIVE PROGRAM —

Theme: "Alberta Aviation — Our Past —
Our Present — Your Future."

Friday—November 13th:

9:00 a.m. to Noon—Registration.

12:00 Noon—Luncheon—Speaker to be
announced.

2:00 p.m.—Men—Panel—"Aviation
Insurance".

—Ladies—To be announced.

6:00 p.m.—Reception and Dinner.

9:30 p.m.—Dance.

Saturday—November 14th:

8:00 a.m.—Breakfast—Entertainment—
Sponsored by Calgary.

10:00 a.m.—Panel—Alberta Aviation
Council—"What we can do
for you".

12:00 Noon—Luncheon.

2:00 p.m.—Business Session.

—Ladies' Fashion Show.

6:00 p.m.—Reception and Cocktails.

7:00 p.m.—Banquet—Speaker to be
announced.

A fine program of Speakers and Panelists
is being prepared.

Registration fees are:

\$25. couple for 2 days; \$15. couple for 1 day.

\$15. single for 2 days; \$10. single for 1 day.

Conference fees are packaged to include—
breakfast, luncheons, receptions, banquets,
dances, and entertainment.

Resolutions:

Please forward to the committee, any resolu-
tions that you wish the Council to act on.
These must be in to the Resolutions Commit-
tee before the 1st of November 1964. Any
resolutions received after that date, or from
the floor, will be held over until the next
convention. This is to give the committee
adequate time to fully process the resolution.

N.B.—This rule does not apply to those
resolutions requiring immediate action.

Reservations:

Please make all reservations direct with the
Caravan Motor Hotel. Registration forms
will be forwarded later. Reserve early to
ensure you have accommodation.

**NOVEMBER ISSUE WILL
FEATURE REPORT ON...
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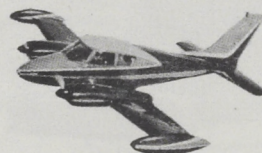
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- DOT approved helicopter overhaul and Repair Shop
- Experienced estimator to quote on Repairs, Rebuilds and Overhauls
- Approved welder and jigs for tail boom and centre frame repairs.

Bill Hardy, Western Manager for SPARTAN AIR SERVICES reports a big year for the company's various Divisions. Rotary wing equipment have operated from Haines Junction in the West to Flowers Cove in the East.

Right now the personnel at Calgary main western office are busy moving into the new building adjacent to Calgary International Airport.

Over in Iran crews and equipment, familiar to Western Canada's Oil Patch, add to their years of experience the problems associated with desert flying and the 130 degree temperatures involved.

Seismic, gravity, forestry, mining, highway mapping and traffic control are some of the projects on which Spartan's fleet of 15 helicopters are presently employed.

The Chairman of the Board of OKANAGAN HELICOPTERS LTD., Air Vice-Marshal L. F. Stevenson, announces the appointment of Mr. Claude N. Effinger as a director. He was formerly a director of Pacific Helicopters Ltd. and, until his retirement in 1962, vice-president and managing director of Seaboard Lumber Sales Co. Ltd.

Mr. Effinger, who was with Seaboard for 34 years, continues as a director of that company, and is also president of Codesco Sales Ltd. He replaces Mr. John Nichol who recently resigned as an Okanagan director.

The first Canadian-assembled military helicopter, a Sikorsky CHSS-2 (Sea King) left United Aircraft of Canada Limited's Longueuil helicopter plant August 27th after a brief ceremony during which the aircraft's logs were passed over to the Royal Canadian Navy. This helicopter, the first of 20 to be produced for the RCN, will take up duties on anti-submarine detection missions on the Atlantic coast.

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The CHSS-2, a Canadian version of the record-breaking Sikorsky JSS-2 (SH3A) helicopter built by United Aircraft for the Royal Canadian Navy, signifies a distinct advance in anti-submarine warfare concepts. Ingeniously combining special features to permit operations from the deck of a destroyer escort, the CHSS-2 is claimed to be the most technologically advanced helicopter in contemporary military operations. Gross weight is 19,000 lbs. and the helicopter is capable of 130 knots cruising speed on a regular four-hour continuous flight mission.



The first Canadian-assembled Sikorsky CHSS-2 (Sea King) helicopter leaves United Aircraft of Canada's flight strip to take up duties in anti-submarine detection on the Atlantic Coast. The CHSS-2 has a gross weight of 19,000 pounds, and a cruising speed of 130 knots on a four-hour mission. This is the first of 20 helicopters to be produced for the Royal Canadian Navy in UACL's Longueuil plant.

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Check out Flight in California of one of six new Hiller E4 helicopters being readied for delivery to Thailand. The four place aircraft will be used to intensify patrol of the Mekong River by Royal Thai Border Police, who have patrolled the troubled border since 1953 with a fleet of 24 Hiller 12B models.

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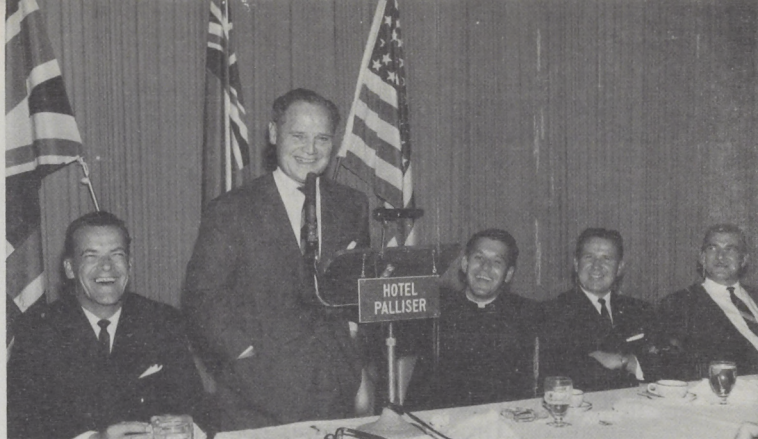
Bases: Calgary; Yellowknife, N.W.T.

Aircraft operated:

Bell 47J, Bell 47 Super "G",
Bell 47 G3, Bell 47 G3B-1



Friday night Banquet.



Speaker Group Capt. Douglas Bader, pilot extraordinary, pinch hits for test pilot White. Enjoying his remarks are (L. to R.) CBAA president, Hal O'Keefe, Rev. Father Hagel, past president Jack McVicar and eastern regional vice-president, Ted Laurence.



Jet Commander shows its stuff.



Twenty-one exhibitor booths — a sell out.



C B A A

4th

Annual Convention

Photos by Ken Hyde

The Canadian Business Aircraft Association Convention just held in Calgary was, without a doubt, one of the best held to date — for this or any other group.

With twenty-one exhibit booths at the convention hotel sold well in advance, it was apparent western Canada's first CBAA meet was going to set some records, even before the three hundred plus delegates began to arrive. About two hundred had been expected.

This was only the fourth annual convention for the young association with the three previous meets held at Montreal and Toronto but the eastern delegates came out in force and helped their western fellow members make the western meet a top notch affair. The attendance from south of the border also indicated considerable U.S. interest in Canada's business aviation.

Convention figures logged will make convincing argument in support of alternating convention sites each year between East and West. This seems like the logical formula.

Two days of outstanding speakers and business meetings; half a day of eye-opening flying displays — Jets, turbines, props and Rotors and the best exhibits (aircraft and components) ever assembled in Canada, well spiced with western hospitality breaks and barbecues left no room for complaint on the 4th CBAA meet.

Western Wings



Just before the air-show.

CBAА NATIONAL COUNCIL 1964-65

President—F. W. Hotson
Executive V/P—W. N. Devine
Secretary-Treasurer—
F. W. Vines

Regional Vice Presidents

Western—J. McDonald
Central—G. H. Foster
Eastern—D. W. Griffin

Standing Committees Chairmen

Membership—T. Cochrane
Safety—D. Johnston
Airway and Air Traffic—
F. Acheson
Technical—D. Lloyd
Nominating—H. O'Keefe
Airports—D. McLintock

There are also five flying directors and six non-flying directors.

Disappointment that guest speaker Alvin White could not attend — he made history two days later flying the billion dollar XB70 — was soon cancelled out when the legendary Spitfire Ace, Group Captain Douglas Bader, substituted with one of his Bader style addresses.

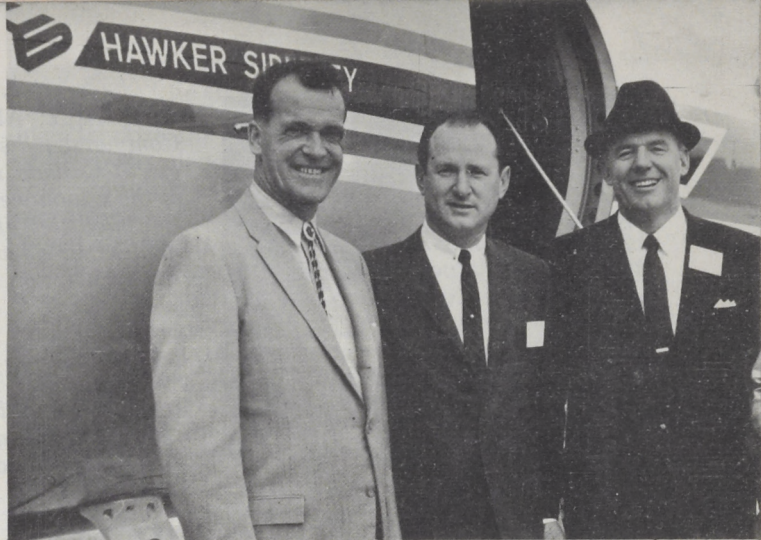
Fitting finale to the three day meet was a three hour flying display of the latest models, ranging from million dollar jets to helicopters. With the help of ever obliging DOT controllers the smooth running operation saw demonstration by over a dozen aircraft models. These included: de Havilland 125, Jet Commander, Piper Aztec C, Twin Comanche and Comanche 400, Beech King Air, Queen Air, Baron and Bonanza, Howard 250, Grumman Gulfstream, and Cessna Sky-knight. Several other new models were on static display.

Although the flying show was to round off the close of the convention one hundred of the delegates had other ideas. They boarded chartered buses — organized previously by convention committee as a possible Sunday event — and ended the show with a day of sightseeing and festivities at the scenic Banff resort.

The first western CBAА Convention went over the top and it shouldn't be hard to sell Vancouver or Edmonton as the site for another big meet in 1966 . . .

—A. J. L.

October, 1964



Convention Chairman J. (Happy Jack) McDonald (R.) poses with president Hal O'Keefe (L.) and western regional Vice-President Don Douglas.



Lighter moments at the Shell table, (above) and others, (below).



Field Aviation hosts the delegates for luncheon during static display.





Briefs on the Industry



Some of the many aircraft owners and engineers who attended the popular Piper Service Meeting at Trans Aircraft, Calgary, on September 8th and 9th. Pilots and engineers taking in the two days of lectures and instruction got expert advice on autopilot, airframe and other systems associated with all Piper models. Piper factory technicians Bud Diehl, Jesse Krall and George Denhofer conducted the meetings.

CALGARY, ALBERTA—Moore Aviation Ltd. has been appointed Aero Commander distributor for Western Canada. Coinciding with the new interest in Canada in the wide range of Commander high wing medium twins is the announcement that the company is presently doubling its production line facilities at Bethany, Okla., and expects to deliver its first Jet Commander in a few weeks. Five of the 500 MPH jets have already rolled off the production line.

WINNIPEG, MANITOBA—Cessna Aircraft Company is establishing a central Canadian Distributor office here under manager Vaughn Williamson. A western office for Cessna, under regional manager Harold Farthing, will be located at Calgary.

VANCOUVER, B.C.—The Air Transport Board has authorized Pacific Western Airlines to again operate the popular package air route between Western Canada (Vancouver) and Grand Cayman Island in the Caribbean, originated last year by PWA and Vancouver owned Elgin Hotels, West Indies. Last year's authority to PWA was the first time all-inclusive charter tours had been available to North American tourists.

CALGARY, ALBERTA—Three new names have appeared at Calgary International Airport in recent weeks. Fowler Aircraft Rentals, owned by Tom Fowler and operating three new Cherokee aircraft, has opened offices in Trans Aircraft hangar. Managing the Calgary office is Al Scott, who also operates a well established aviation insurance company, Alscot Agencies. Mr. Scott has also moved his insurance office to the airport location. In hangar 3, Al Millar, formerly with CPA(L), has formed Inland Aero Supply, marketing various lines of aircraft accessories and supplies.

VANCOUVER, B.C.—Air traffic at Vancouver International Airport continues to increase at a surprising rate. Passenger traffic, for the first seven months of 1964 has increased by 8% over the same period in 1963; airmail by 14% and cargo by 23%. Over half a million passengers arrived and departed through the terminal buildings so far this year.

KAMLOOPS, B.C.—The new \$100,000 terminal building at Kamloops Airport at Fulton Field has been officially opened with an informal western atmosphere prevalent at the ceremonies. Hon. J. W. Pickersgill, minister of transport, pulled a hitching post from in front of the main entrance to the building while astride a horse. Guests were entertained at a reception at which CPA and PWA were hosts and at a smorgasbord dinner hosted by the DOT and Kamloops City.



The Northwest Leg

By VIC TURNER

The Air Cadet Squadrons on the Northwest Leg of the Edmonton Radio Range, Whitecourt, Grande Prairie and Dawson Creek, are starting another terrific year. Those off to one side of the Leg, High Prairie, Peace River, Berwyn and Manning are going strongly too. Whether you are on one leg or two, if you know of any 14 to 18-year-old boys, why—the air cadets are for them — it teaches lads to turn into real men instead of boobies.

To those of us who do not enjoy rough air, winter-time is a wonderful season to learn to fly, so if you have any older kids, 16 to 96, who have not signed up for the night school course, "How to saw your fingers off in six easy lessons", why not give aviation a boost by selling them on the idea of how to learn to fly in 35 hours of challenging enjoyment.

☆ ☆ ☆

At Fort St. John, Peter Frankiw has a brand new Piper Colt and Al Knight has a Piper Cherokee 180. Happy flying to both you lucky lads.

The taxiways in front of the new terminal building at Fort Nelson are dug a full fathom deep to make a firm base to build up strong enough to hold huge aircraft. Yards and yards of clay and mud are piled in front of the chrome and concrete future home for the radio and met men. It's about time these fellas got a jewel of a building to match the excellent job they do 24 hours a day.

☆ ☆ ☆

Mr. Univaire himself, Jack Leggatt, flew all the way up the Northwest Leg into Alaska last month in his Tripacer and gave all and sundry a run down on how to obtain hard to get parts or any other bits and pieces for that matter. If you have any problems contact him c/o the Aero Club at Pitt Meadows, B.C. He also writes for the Northwest Flyer an excellent bi-monthly American aviation newspaper. His escapades flying a home-built "Polski Ogorski" or something like that are a real skit. He brought it back home in a sack yak yak.

This is also the time for our annual bleat about pulling on the carb heat often and before you throttle off. There are also many other winter type precautions too numerous to mention but a chat with your favorite air engineer will bring them all back to you.

☆ ☆ ☆

Speaking of flying problems reminds us of a couple of weeks or so ago when we had another stint at playing the blue-eyed bushy-tailed bush pilot. It

was one of those days when you plead with the met man to raise the ceiling enough for Special VFR out of the control zone. Then you rattle around in the cold front of a Maritime Polar air mass spending more time pressed against the seat belt than the seat. When are we ever going to learn that even though speed is the essence of flying, if you slow down it is much more comfortable (don't throttle back in the turns, Tiger). Before departing we get the word from a pretty coffee shop proprietress that you fly up the river past two airstrips and the third one is where you want to go. After a while the distance between the trees and the clouds gets wider like the met man said it would. If it had got narrower we would have turned around because we are too frightened to fly into deteriorating weather even though some nut once told us, "Quit worrying, your aeroplane is only 8 feet thick."

We stop at Fort Nelson for fuel and some final instructions and a nice guy points out that the Kotaneelee River is just off the upper left hand corner of the Fort Nelson-Kotcho Lake 8 miles to the inch. We fill every nook and cranny with petrol and it's off over miles of spruce speckled swamp.

We flew along the line we drew on the map and when we reached the end of it there is no airstrip to be seen. Ain't that a James Dandy sensation when you reach the end of your proposed track and the airstrip is among the missing away out in the boondocks? We felt like we had lost our last friend. Fortunately, every so often we had screwed up our courage and cast a quick sidelong glance downward and spied an airstrip about 10 miles furtherback off our port wingtip. So up around and back in a spectacular stall turn that has the local population of moose and porcupine begging for more and we land at this strip which happens to be on the La Biche River. Seeing as we were going to the Kotaneelee strip we assumed that it would be on the river of the same name but 'ang this in your 'elmet 'arry, it ain't necessarily so. We were at the right place and one of the seismic sports waiting for us explained that oil wells are quite often named after a certain area even though they may be near a creek or river of another name. So much for navigating in the mid latitudes and after ferrying seismic supplies for hours it's time to tap the tub of 80/87 we toted in. It sure is nice to have a can of gas when you are low on fuel away up in the 'booshes' in fact we recommend that you carry one as it never gets sick or complains like some stuff we have lugged.

However, we now come to the point that separates the Sunday from the Monday pilot. We have no bung starter, pliers or screwdrivers for tapping drums. No felt or chamois for final filtering and no funnel. Did you ever run 10 gallons of petrol through your sock? We were toying with this idea when up flew Garry Reimer of Gateway Aviation and he has the whole business. He even helps us fuel up. Not content with being a good Samaritan he hauls out the most delicious ham on rye sandwiches and shares them with us. There is something really satisfying about sitting in the sun beside a mountain stream after a day well done, with your aeroplane and you full of fuel and the prospect of soon taking off on a CAVU flight back home. So it's thanks again Garry and up, up and away.

☆ ☆ ☆

Having not done so well on our reciprocal we will lash some logs together for a raft ride back to civilization and see you next month on the Northwest Leg.

Sky Furrows

FLYING FARMERS

MANITOBA

ALBERTA

Paul and Nola Madge, Herman and Carol Wahl and Joe and Elice Sekora attended the International Flying Farmers convention in Miami Beach. The Sekora's flew three thousand miles in their Cessna 170.

Congratulations to our own Stubb Ross who was awarded the Flying Farmer of the year award at the International convention. The only thing we in Alberta can be sorry for is that Stubb wasn't there to accept the award personally. Congratulations to his wife Margaret who received her solo award.

Congratulations to Fini Katterhagen of Rockyford who received her Landit Certificate, to Elice Sekora of Grande Prairie who received her Solo plaque and to Frances Markle of Claresholm who received her private pilot's trophy.

Congratulations to Elice Sekora and the Alberta Flying Farmers who received the newsletter award this year.

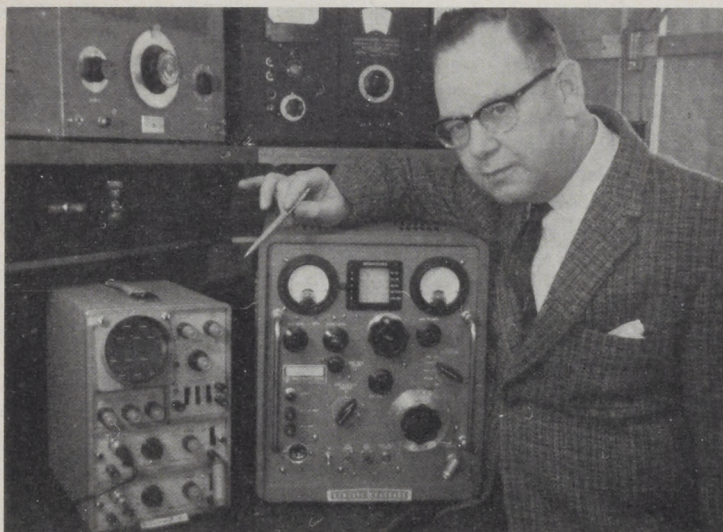
Congratulations to Paul Madge who took second place in the regional winners in the International Flying Farmers membership contest. Paul received an attractive attache case.

The Bill Connors of Fairview flew to Winnipeg and on to the World's Fair.

Once again payday is in sight for most farmers, and as usual it is a welcome sight. In some areas that firm rain has lessened the take home pay considerably, and as some Flying Farmers said last year — this is a next year country. Getting on to the flying in Manitoba, a Fly-in is scheduled October 4th at Jack and Dorothy Woods' place, just south of Elgin.

The Fly-in at the McLeods', proved to be quite successful, for all that it seemed a bit windy in the morning. The folks in the Portage - Macdonald area surely are handy at the culinary art. Doug and Lorraine, Bryce and Bette McRorie and Ed and Gwen Bailey, put up a dandy breakfast. Bob Diemert got the Harvard in, on Doug's strip and in time for the business meeting.

A new Flying Club in Manitoba — the Stanley Flying Club announces the intention of a Fly-in and official opening some time in the not too distant future. The Club is made up of Flyers in the Morden and Winkler area, and have recently acquired a ¾ mile by 99 foot airstrip from the Rural Municipality of Stanley. This is a road which the Municipality has closed to other traffic, it is located 2 miles east and 1 mile north of Morden and is an east-west strip. The Stanley Flying Club welcome all flyers to come and visit their new strip.



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1959 Cessna 172—Blue and white trim, 482 hrs. T.T. Privately owned since new, carefully maintained, never damaged. Dual controls, wheel fairings, new tires, Narco Superhomer, all flight instruments including Gyro Compass, Artificial Horizon and Cyl. Hd. Temp. Gauge. New C of A. Exceptional value, at \$8,500. A. T. Girard, R.R. 1, Branchton, Ontario.

Stinson 108-3—Large tail, Franklin 165, heavy case, 275 SMOH, Lear LTRA-6, omni, excellent fabric, new, large tail wheel. \$4,100. P.O. Box 231, Chilliwack, B.C.

Seabee — 250 hrs. on B9F engine SMOH. Extended wing tips, wing tip and wing root fences. Wide splash rails. Electric tach. Round oil cooler. Prop. 10 hours SMOH. Recent O/H on instruments. L/F radio. Many spares. \$6,000. Peace River Air Services Ltd., Peace River, Alberta.

1962 Mooney MK21 For Sale or Lease—Like new—Total Time 580 hrs. MK2 Narco Omnigrator plus ADF. Will consider Trade. Phone Bob at Calgary. 276-1903 (403).

Champion 7 EC—95 h.p., recent Top and Refabric at 700 hrs. 720 T.T., AF&E, 1500 PK Floats, A2000A Skis, wheels, long range tanks, complete electrical system. Good panel and many extras on this fine performer. Will sell all or separate—can finance. —\$4,950, complete. T. Scott, 580 South Drive, Winnipeg, 475-5870.

Apache G — Low time, new Interpon paint, beautiful original interior. Autoflite model. Fully loaded, new C of A.

Aztec B — 1962 — Low time. Both aircraft going at a low price.

For details please write Henry Schreiber, 263 Beaconsfield Blvd., Beaconsfield, Quebec Or call Aera code 514 - 695-1043.

Beech C-18-S — Ideal short-haul aircraft. 2900 lb. useful load. C of A good till May/65. Recent mods. etc., totalling \$6,000.00. Martin Drag Struts - Walking Gear - Rotating Beacon Dual Narco Mk2 Omnigrators—Lear ADF 12E—Lear HF Transceiver—New Rubber—Left Engine 544, Right Engine 680 hrs. SMOH. Clean Interior, Seats and Carpeting and Interior very clean. Full IFR Panel. \$14,000.00, faf Edmonton.

Complete Beaver Gear — D. H. Hydraulic Wheel-Skis used one season—Struts, Wheels and Tires like new. All accessories included—Ready to install. \$5,000.00 f.o.b. Edmonton.

J. A. Sinclair, Site 4, R.R. 6, Edmonton, Alberta; Telephone 799-5062.

Stinson Voyager — 165 hrs. SMOH, Lear LTRA-6 radio. Full gyro panel, new interior, new paint on fuselage. Ken Butler, 277-3432, 424 - 30th Ave. N.E., Calgary.



Sales & Brokerage Ltd.

1956 Piper PA-23 Apache—1800 hours total time. Full gyro panel plus Gyrosyn Compass. Lear LVTR-36 VHF Transceiver, LTRA-6 with Omni, Narco Mark II, ILS, Isolation Amplifier, L-2 Auto Pilot with altitude hold and approach couplers. Dual vacuum system, Scott oxygen, Split cowl, Aux. tanks, Rotating beacon. Very clean inside and out \$19,900

1959 Piper PA-23 Apache—2800 hours total time, 400 hours SMOH each engine. Full panel, Magnesium compass, Dual altimeters, Alternate course, 5-channel Sunair HF, Motorola 135 90 channel transmitter with 180 channel receiver and omni head, King KX-150, LFR 3, Lear ADF 12-E, All weather LF antenna, Narco Broadband antenna, Electric antenna reel for HF, Eyebrow lighting, Very well maintained. \$26,500

1955 Cessna 180—300 hours SMOH, Full panel, Lear ADF, Narco Omnigrator, Camera hatch, fully painted, clean \$9,750

Howard DGA-15 Jobmaster — Under 500 hours since conversion and major on 450 h.p. Pratt & Whitney engine, Edo 6470 floats, Elliott skis, a real work-horse \$16,995

1962 Mooney Mark 21—550 hours T.T. engine and airframe, 50 hours since chrome cylinder top overhaul, full panel, Narco Mark II and ADF30 radios, immaculate condition and reduced to \$15,995

1960 Mooney Mark 20A—125 hours SMOH, full panel, Clarkson auto pilot, King KY90, Mark VI, Lear Navcom 100 with omni, Lear ADF RE, excellent condition \$17,500

1953 Piper PA-18—'O' since airframe rebuild and receiver with Lincoln cloth, 'O' SMOH on 135 h.p. Lycoming, primary panel, corrosion proofed \$6,500

North American Harvard Mark IV—300 hours SMOH, airframe and engine, full panels both cockpits, ARN7 ADF and 10 channel VHF radios \$4,500

1952 Aero Commander 520—Engines 125 hours since chrome major, 3 blade full feathering propellers, 7 place interior with leather upholstery, rotating beacon, L-2 auto pilot with alt. hold, ARC 50 channel VHF transceiver, ARC 15 Omni, ARC T11 standby transmitter, Lear LTRA-6, Lear ADF-12, Bendix ILS, Collins Glide Slope, Full gyro panel, dual primary instruments \$34,900

1946 Aeronca Chief — C of A. to February 1965, less than 5600 hours since new engine \$2,650

1948 Aeronca Sedan—'O' SMOH, new C of A, primary panel radio, Color blue and yellow \$4,795

Beechcraft D17S Staggerwing—1650 hours T.T., 260 SMOH on P. & W. 450 h.p. engine, full panel, Nova Star VHF transceiver with omni; Narco LFR-3 Bendix HF transmitter, all bulletins complied with \$5,750

Beechcraft D17S. Staggerwing—Under 1500 hours T.T., 350 SMOH on P. & W. 450 h.p. engine, full panel, King KX150 and ADF T-12B radios rotating beacon \$7,700

1959 Champion GC Skytrac — 380 hours since new, C of A to June 1965, full panel, Lear LTRA6 with omnimeter, excellent condition \$5,850

1960 Champion 7GCB Challenger—65 hours SMOH with chrome cylinders, primary panel, Narco Superhomer \$7,500

1961 Champion 7GCB Challenger—165 hours since new, primary panel, Narco Superhomer, immaculate \$8,995

1961 Champion 7FC Tri Traveller—Less than 100 hours SMOH, full panel, LTRA6 radio, wheel pants, very clean \$6,250

1952 Cessna 195—315 hours SMOH on chrome cylinder, 300 h.p. Jacobs engine, Lear RT10 transmitter and ADF radios, Federal AWB 3500 hydraulic skis, float fittings, southwind heater, winter front, polished aluminum finish with red speed-line \$7,500

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1960 Piper Aztec—Completely converted to 1962 'B' specifications, 1,000 hours total time, engines 290 and 265 hours since chrome majors, Narco Mark XII, Narco Mark V with CS-3 Omni, 3 lite marker beacon receiver, Glide Slope receiver, Alcor exhaust temperature gauge for mixture control, True Airspeed indicator, eyebrow lighting, Auto pilot, Dual 50 amp. generators, Dual vacuum, 1963 paint scheme in red, white and black \$39,900

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